

Historic Road Race Commission Meeting Minutes - Final

Minutes of the Historic Road Race Commission held at the Quest Apartments on the 20th and 21st April 2013 in Sydney, NSW

PRESENT: John Simms
Marcus De Caux
Alan Warner

APOLOGY:

IN ATTENDANCE:

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
HRR650	Welcome Apologies	JS	The Chairman welcomed those present and opened the meeting	-	-	-
HRR651	Road Racing period 6	Mark Laing-Hughes		<p>Period 6 250 Production Class Request formal notice of eligibility for Suzuki RGV VJ22 (all sub-models)</p> <ol style="list-style-type: none"> That a specific inclusion be added to GCR's allow all VJ22 RGV's to be eligible in P6 improved production racing. Allow engine parts interchange between all REGV Vj21 and RGV VJ22 Allow all bikes to run 17 x 4.5 rear rims (alloy only) Allow all bikes to run 17 x 3.5 front rims (alloy only) <ol style="list-style-type: none"> To ensure sufficient competitive bikes are available to sustain a 	<p>The Commission agrees to allow VJ22 RGVs to run in Period 6 with the proviso that Production rules apply therefore not allowing components to be interchanged between models. Additionally there is no Improved Production class and modifications beyond the scope of Production rules are not permitted ie any Sport Production components shall not be allowed for example dry clutches, smaller diameter or wider wheel rims, close ratio gearboxes etc</p>	

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				<p>long-term. Affordable race class and ensure spares availability</p> <p>2. Ensure spares availability and that VJ21 & VJ22 bikes have equal performance</p> <p>3. Ensure Tyre availability / choice, rider safety and affordability and ensure no significant disadvantage to any bike due to tyre availability</p> <p>As per point 4.</p>		
HRR652	Rule 12.8.8.3 If this rule cannot be interpreted or re-written it should be eliminated	Gavin Cosway	12.8.8.3 If a plastic, fibreglass or part open chain guard is used, a steel bolt of not less than 10mm diameter, placed outside the bottom rear quadrant of the clutch sprocket. This bolt, if damaged, must be replaced.	If this rule cannot be interpreted or re-written it should be eliminated	The Commission agrees with this proposal and points out that 12.8.8.1 covers this situation. 12.8.8.1 should also be included in chapter 16 as 16.4.2.13	
HRR653	Eliminate rule 12.8.5.1.b	Gavin Cosway	<i>12.8.5.1.b Footrests must: Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.</i>	This rule should be eliminated or amended so road racing machines are excluded	The Commission recommends including Historic Road Racing to 12.8.5	
HRR654	Eliminate rule 12.8.3.1 a,d,e	Gavin Cosway	12.8.3.1 Exhaust systems must: a) Be fitted with silencers, b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread, c) Be attached as closely as practicable to the machine and in a manner that does not, in the opinion of the Scrutineer, create a hazard to other competitors, d) Where separate silencers are fitted, have a minimum of 2 mountings or locking screws on all machines which have a capacity in excess of 85cc, e) Where silencers are re-packable, have safety wired securing bolts.	This rule should be eliminated	16.3.0.4 overrides 12.8.3.1. (a) eliminating the need for change. The Commission does not support changing 12.8.3.1 (d) The Commission agrees that it is not practical to use safety wired bolts as in 12.8.3.1 (e) and recommends changing to pop rivets or thread locked bolts. Self tapping screws should not be permitted.	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
HRR655	Rule 12.8.9.2	Gavin Cosway	12.8.9.2 Valve caps must be used for all competitions.	Metal valve caps must be used for all competitions. Plastic valve caps should not be used	The Commission does not support this recommendation	
HRR656	Rule Change Request 16.4.0.9			delete the word "indistinguishable" and insert "compatible" with respect to periods 2 and 3 only major components are becoming harder to obtain and much more expensive in periods 2 and 3 particularly. Some increased level of flexibility is required. This increased flexibility will be managed by the national body's approval processes. By way of illustration, a pair of 1927 Rudge girder forks were recently offered on eBay with a reserve price of 250 pounds (stg). The final selling price was 840 pounds (stg).	The Commission recommends adding rule 16.5.1.4 Major components that were manufactured outside a specific period but which are visually compatible with period components shall be eligible at the Commissions discretion.	
HRR657	Rule Change Request 16.4.0.9			Add the words "when assembled" before the words "from period". Rationale By way of example, after market replica pre-unit Triumph crank cases typically are not machined externally around the drive side main bearing boss. This is a very obvious visual variation from a genuine case but is not visible when a belt drive drum is assembled on the crank shaft.	The Commission supports this recommendation	

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HRR658	Rule Change Request 16.2.1.1 Period 2 solo classes			<p>if there are to be only two classes of competition in Period 2, it would be better that there be up to 500cc and unlimited with the proviso that a Championship will only be run in each class if there are a minimum of 10 entries in both classes. In the event that there are less than 10 entries in either class then only an unlimited Championship will be run.</p> <p>Rationale a number of 1000cc plus Indian's and Harley Davidson's have been built over the years. While marvelous machines in their own right, and very challenging to ride, they have done great damage to entries in the 500cc class. However nimble a 500cc machine is, it is nigh on impossible to compete against an engine of twice the size, particularly on longer circuits with significant main straights. This was recognized in America where 500cc singles competed in C Class against side valve V-twins with a maximum capacity of 750cc's and the limit of 3 speed hand change gear boxes.</p>	The Commission does not support this recommendation.	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
HRR659	Permitted uses period 5.			<p>Methanol is permitted for 125cc air cooled machines only.</p> <p>Rationale Air cooled machines cannot compete with water cooled machines in this class; the temperature stability of water cooling allowing an increment of engine development, and there are only a very limited number of water cooled machines available. Without more machines becoming available this class is at risk of dying but air cooled machines on methanol can compete reliably with water cooled machines on petrol thus opening the way for bigger fields and the survival of the class. Methanol was an eligible fuel until 1979 closely matching the end of the air cooled era.</p>	The Commission does not support this recommendation.	
HRR660	Australian Historic Championships 2013 -2015	Danny Ahern	Discussion paper forms part of the agenda		Letter to be sent to Mr Ahern pointing out the correct procedure for National Championship applications refer to 13.2.2 in the MOMs	
HRR661	Amend rule	Gary Johnson	The 3 main officials at a club ride day cannot ride. Steward, Clerk of Course and race secretary	Have only 2 non riding officials, Steward and clerk of course	The Commission does not support this proposal as the Race Secretary at Road Race Meetings is extremely busy collating results and dealing with other matters pertaining to the Race Meeting. As a suggestion the proposing club if not riding for points could use the day as a tuning day and apply for the relevant permit which would then allow the Race Secretary to ride.	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
HRR662		Jason Light	<p>16.5.5.5 Formula 750/1300 1000 Based Machines To be eligible for a Formula class, machines shall be of a make and model that was generally available to the Australian public during the period as supplied by the original factory of manufacture for normal road use. It is expected that machines will not be altered significantly from the original specification; accordingly all modifications will need to be proven to be of the period.</p> <p>The following items must remain standard to the original specification to comply with Formula classification:</p> <ul style="list-style-type: none"> a) Frame (from steering head to rear of seat support) frame may be braced and brackets for road-going equipment may be removed. However the rear sub frame maybe replaced with an aftermarket item or a rear sub frame or seat support may be manufactured, b) Petrol tank (fillers & taps may be removed/replaced. Fuel capacity may be reduced or enlarged as long as general appearance and dimensions are not changed), c) Engine castings, d) Position of the cylinders and heads relative to the crank case, e) Number of valves and ports in the engine on both the intake and exhaust side, f) Bodywork and seat changes for catch tray and provision of suitable area for numbering are allowed, g) Engine capacity can only be altered above allowed tolerances if it can be proven to be a period modification. 	16.5.5.5 does not sufficiently reflect the era and classes it represents, it needs to be overhauled to accommodate a production based class and a superbike spec class	The Commission does not support this proposal as the intention was to replicate as far as possible the National classes of the era. It is possible for Clubs to create classes at State or Club level to accommodate classes such as in this recommendation if that is their wish.	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
HRR663	Chapter 16 definitions	Jason Light		An appendix or annex be provided to chapter 16 giving comprehensive definitions of terms.	Refer to MA as the MOMs are in process of being rewritten.	
HRR664	Amend rule 16.11.0.1.d	Jason Light	16.11.1.1 Fuel for historic Road Racing must be: d) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".	Be a brand of fuel that is compatible with the Fuel Quality Standards Act 2000".	The Commission does not support this proposal	
HRR665	Amend rule 16.6.6.9	Jason Light	Fuel tanks maybe changed or modified provided they appear visually compatible with period components.	Fuel tanks may be replaced or modified but machines must retain the visible profile and shape of the machines original tank. Dummy tanks are therefore permissible if, and only if, a cover is used which replicates the original tank. Move rule out of 16.6 as it is not a prohibited item and is better placed in either 16.7 or 16.5	The Commission supports this proposal	
HRR666	Amend rule 16.6.6.8	Jason Light	16.6.6.8 The following machines or their major components: Kawasaki ZXR 750 J Yamaha FZR 1000 RU Suzuki GSX-R1100 M Yamaha TZ250B V-twin Yamaha TZR V Twin (all models) Generally, machines or their major components that were released for the 1991 model year are excluded.	Sentence to read " machines that were released for the 1991 model year are excluded unless all major components remained unchanged, and therefore fully satisfy 16.4	The Commission supports this proposal as the current rules allow for flow on of models that comply with eligibility for the class in question.	
HRR667	Amend rule 16.4.0.1	Jason Light	16.4.1.1 The onus of proof of eligibility shall rest wholly upon the rider or entrant of the machine. Service and Parts Manual publication dates are not proof of eligibility.	The onus of proof of eligibility shall rest upon the rider, owner or entrant of the machine. Service and parts manual publication dates are not to be used as sole proof of eligibility. Any publication or extract presented as proof of eligibility must be adequately referenced to enable cross checking. Facsimiles are acceptable but must be legible; any evidence that cannot be adequately determined will be rendered void. Any material found to have been tampered with so as to alter any aspect of eligibility will render that evidence void.	The Commission does not support this proposal as the current rule is deemed to be adequate	

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HRR668	Amend rule 16.11	Ken Horner	<p>16.11.1.1 Fuel for historic Road Racing must be:</p> <p>a) Pure Methanol with no additives, the only exception being lubricating oil may be added (with the exception of Period 5 & 6 solo machines).or,</p> <p>b) Unleaded that is no more than 100 RON,</p> <p>c) Which contains no additives other than those added at the point of manufacture except for lubricating oil,</p> <p>d) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".</p>	<p>Amendment would read,</p> <p>16.11.0.1 Fuel for historic road racing must be:</p> <p>a) Pure Methanol or Ethanol with no additives, the only exception being lubricating oil may be added (with the exception of Period 5 & 6 solo machines). Or,</p> <p>b) Unleaded that is no more than 100RON,</p> <p>c) Which contains no additives other than those added at the point of manufacture except for lubricating oil,</p> <p>d) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000"</p> <p>16.11.0.2 Leaded fuel, providing that:</p> <p>a) The fuel is purchased from suppliers approved by Environment Australia</p>	The Commission does not support this proposal	
HRR669	2014 Australian Historic Road Race Championship host	Matt Kearsley		<ul style="list-style-type: none"> • Identifying a host for the 2014 Australian Historic Road Race Championship from the nominations received • Nominations from: Queensland Early Motorcycle Sports Club • Files have been circulated to the commission prior to the meeting 	The Commission recommends the Queensland Early Motorcycle Sports Club be appointed the host of the 2014 Australian Historic Road Race Championship to be held at Lakeside at a date to be determined. "Subject to the venue being licenced by a date to be determined"	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
HRR670	Eliminate rule 3.2.01	Karen Skate	3.2.0.1 Any rider, who is transported to hospital ,recommended to attend hospital or is advised by a medical practitioner that they require a medical clearance before taking part in any further competition event will have their license suspended until such time as they supply a medical clearance to MA, their SBC or a Key Official at a MA permitted race meeting event	I write in regard to this rule and base the reasons for the abolishment of this rule on my experience as being (Road Race) race secretary for some 10 years	The Commission recommends the NZ method be adopted where by a competitors licence is handed in at the start of a race meeting and collected at the completion of the event. In the case of an accident that requires a medical clearance the relevant competitors licence is with held and passed on to the SCB to be held until a medical clearance is provided. This will also result in a reduced workload at the office as there will be no need to maintain a database of injured competitors.	
HRR671	Amend rule 16.6.4.5	Marcus De Caux	16.6.4.5 The following machines or their major components: a) Kawasaki 900Z1, b) Yamaha TZ, c) Yamaha RD,	Include 1973 TZ RD and their like as they are out classed in P5 as they are at the beginning of the era	The Commission is reluctant to support this but would welcome comments from interested parties	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
HRR672	Amend rule 16.11.0.1	Mick Neason & Billy White	<p>16.11.0.1 Fuel for historic Road Racing must be:</p> <p>a) Pure Methanol with no additives, the only exception being lubricating oil may be added (with the exception of Period 5 & 6 solo machines).or,</p> <p>b) Unleaded that is no more than 100 RON,</p> <p>c) Which contains no additives other than those added at the point of manufacture except for lubricating oil,</p> <p>d) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".</p> <p>16.11.0.2 Leaded fuel, providing that:</p> <p>a) The fuel is purchased from suppliers approved by Environment Australia,</p>	<p>16.11 FUEL- HISTORIC ROAD RACING</p> <p>16.11.0.1 Fuel for historic Road Racing must be:</p> <p>a) Pure Methanol with no additives, the only exception being lubricating oil may be added (with the exception of period 6 solo machines).or,</p> <p>b) Unleaded that is no more than 100 RON,</p> <p>c) Which contains no additives other than those added at the point of manufacture except for lubricating oil,</p> <p>d) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".</p> <p>16.11.0.2 Leaded fuel, providing that:</p> <p>a) The fuel is purchased from suppliers approved by Environment Australia,</p> <p>To allow the use of pure methanol in Period 5 Solo machines.</p> <p>And to correct to spelling of the word Lubricating from the same rule...</p> <p>Methanol is currently approved for use in Period 5 Sidecars</p> <p>Methanol was used in the period (+1973) in Solo Machines.</p> <p>Methanol has an Octane Rating of approximately RON of 107 and MON of 92, making it a suitable gasoline substitute. It has a higher flame speed than gasoline, leading to higher efficiency as well as a higher latent heat of vaporization meaning that the heat generated by the engine can be removed more effectively, making the Air cooled engines used in period 5 run cooler leading to less engine failures.</p> <p>Methanol burns cleaner than gasoline providing a "Greener" carbon footprint.</p> <p>Methanol is safer in the case of a fire, as it has only half the volumetric energy content of gasoline (15.6 MJ/L vs. 32.4 MJ/L for Gasoline).</p> <p>Methanol is not a fossil fuel and its use is in line with following Motorcycling</p>	The Commission does not support this recommendation	

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HRR673	With reference to Chapter 16 of the GCR's, Historic Road Racing, I propose the following rule additions/changes	Darren Lark & Roger Gunn		<p>Introduction: Rule 1: For Period 5 Unlimited 750-1300cc, 4 Cylinder 4 stroke engines of a capacity greater than 1,000cc a maximum Carburettor size of 33mm inlet (between the carb and the head) be introduced and/or if competitors want to use a >33mm carb then a 33mm inlet restrictor plate of not less than 3mm thick at the 33mm inlet edge be installed between the carburettor and the Head.</p> <p>The 33mm carburettor bore size was chosen over the 35mm as it is probably the most common carburettor used in this class. The Keihin CR in the 29-33mm size uses the same "small" body , the 35-39mm uses a larger body, thus with a simple measuring tool a scrutineer could check the sizes on the bikes. I acknowledge there is room for those that want to cheat to bore the smaller carbs but the actual sizes from what I understand would be a maximum of 1.5-2mm maximum.</p> <p>Any protest or checking of sizes could be checked very simply with only the need of undoing 4 clamps and sliding the carburettors sideways. A 2-5 minute maximum delay</p> <p>A conversion factor for the twin cylinder Ducati's or Vincent would have to be factored in similar to WSBK when the twins were competing with the Japanese multis, a further consideration will need to be applied as some of the 4 Cylinder 2 Strokes like TZ750 move towards the front of the field</p>	The Commission does not support this recommendation.	

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HRR674	With reference to Chapter 16 of the GCR's, Historic Road Racing, I propose the following rule additions/changes	Darren Lark & Roger Gunn		<p>Introduction: Rule 2: For Period 5 Unlimited 750-1300cc, For 4 Cylinder 4 stroke engine of engines with a capacity greater than 1,000cc that a minimum weight be introduced of approximately 185Kg ½ wet, i.e.: bike inc oil = >185KG.</p> <p>Of course again a conversion factor for the Ducati and Vincent twins and a further consideration will need to be applied as some of the 4 Cylinder 2 Strokes like TZ750 move towards the front of the field</p> <p>Bikes could be simply weighed at scrutineering for a +185kg weight minimum and information entered on a data sheet, at the end of a race the promoter/scrutineers could review the 1st – 5th place getters plus a further sample of bikes for a quick comparison upon return to the pits, almost every race track in Australia has scales /weight station so checking would be easy. Any bike found outside the parameters can then be inspected for the discrepancy.</p>	The Commission does not support this recommendation	

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HRR675	With reference to Chapter 16 of the GCR's, Historic Road Racing, I propose the following rule additions/changes	Darren Lark & Roger Gunn		<p>Introduction: Rule 3: For all Historic Classes Periods 1-6 and ALL Capacity Classes, Propose that the Use of #1 plate be only available for use by the current Australian Champion, for that class, in that Capacity Class.</p> <p>If the current champion in the class is not entered at a meeting, or decides not to use the # 1 plate at a meeting, the plate remains vacant and cannot be used by another competitor.</p> <p>Promotion: In conjunction with MA and the Promoter of the National Historic titles in each year, the Winner of Period and Class could be issued with an MA #1 Historic Plate similar to those issued through the AMA..</p> <p>For a very small outlay the respective winners would have a piece of history and would make using the #1 plate something extra special</p>	The Commission supports this recommendation with the proviso that it applies to the competitor and not the machine and it is not compulsory for the competitor to use it.	
HRR676	Addition to rule 16.11	Rex Wolfenden	<p>16.11.1.1 Fuel for historic Road Racing must be:</p> <p>a) Pure Methanol with no additives, the only exception being libricating solo machines).or,</p> <p>b) Unleaded that is no more than 100 RON,</p> <p>c) Which contains no additives other than those added at the point of manufacture except for lubricating oil,</p> <p>d) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".</p>	<p>16.11.0.1 e E85 fuel be permitted for all periods with the exception of period 6. E85 is a commercially available fuel at retail outlets. It is cost effective. It allows engines to run cooler and consequently last longer. The argument it was not available in the respective periods is not valid, unleaded fuels were not available.</p>	The Commission does not support this recommendation	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
HRR677	New rule	David White		<p>That new rules be developed to introduce "regularity" trials for periods 1, 2 & 3 machines. Regularity trial allows participants to practice and then nominate event times based on their practice times. The winner is the person completing the event closest to his/her nominated time.</p> <p>Participation in periods 1, 2 & 3 is dwindling and we must do something to get machines on the track. Regularity trials present the ideal opportunity for a lower level of competition which will be more appropriate for period with original period machines which may be uncompetitive with the use of modern technology. It may also present participation opportunities for older competitors who do not want to get into the cut and thrust of contemporary historic racing. This is not intended to replace racing in these contemporary periods but to add an alternative. Do we want to do something about periods 1, 2 & 3 or sit back and let it die!</p>	<p>In principle the Commission agrees with this recommendation but has difficulty in accommodating this in the existing structure at a race meeting as available time is non-existent. However this should not preclude a promoter from running this type of event where they have time available.</p>	
HRR678	Clarification of 16.2.1.2	Bob Hull	<p>Current rule allows for a machine to be entered in the capacity class above its normal class in the same era.</p>	<p>This rule should be reworded to prevent a machine being ridden in two classes at the same time when classes are combined in the one race. There have been instances where points have been awarded for two classes while in the same race. In the case of combined races the competitor should nominate the class he wishes to compete in.</p>	<p>The Commission supports this recommendation as the original intent was to increase fields while also giving competitors extra opportunities to race.</p>	

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HRR679	Modification to Rule	David White		Include non competitive machines such as plunger and rigid frame machines from Period 3 into Period 2	The Commission does not support this recommendation but suggest that a sub class be created for rigid and plunger framed Period 3 machines which could be run concurrently in Period 3. This could be called Period 3 Clubmans or something similar	
HRR680	Changes to 16.2.1 Classes	Wayne Nolan	Period 5 Unlimited 526 to 1300cc	Change the Unlimited Class in Period 5 to 2 classes one being F1 for machines with aftermarket frames etc and the other to include production based Superbikes of the era including TZ700/750s, RG500 etc	The Commission supports this proposal and accepts that current machines would need to be re Log Booked in order to differentiate between the two classes	
HRR681	Rule16.7.4.4	HRR Commission	The swinging arm must be as manufactured or modified in accordance with modifications carried out in the period or an aftermarket item available in the period or a replica of an aftermarket item available in the period.	Reminder of this ruling with the intention of reinforcing its implementation. There are many instances of competitors acting outside of the intent of this rule.	The Commission recommends this be strictly implemented	
HRR682	New Rule	HRR Commission	Establish new rule permitting one only spare engine in Period 5 Unlimited.	Restriction to one spare engine to eliminate expensive frequent motor replacement which adds excessive costs to the class. Motors would need to be sealed or marked in some way to avoid the possibility of other motors being substituted	The Commission supports this proposal.	
HRR 683	Log Book Applications	HRR Commission	The Commission is extremely concerned with the poor presentation of Log Book applications. We are continually receiving poor quality pictures, inadequate information, machines not race ready or incomplete and on older application forms.	It is intended to start returning incomplete or incorrect applications in future to the applicant once these minutes have been accepted and ratified	The Commission supports this proposal	
HRR684	Commission Meeting Paperwork	HRR Commission			The Commission would like to thank MA for the preparation of the paperwork for this meeting and for the preparation of the Minutes Template	

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HRR685	Commission Meetings	HRR Commission	-	-	The Commission again would like to make the point that individual meetings such as the one just held detract from our aims as in the past we have had valuable interaction between ourselves and other Commissions such as the Vintage Motocross and the Officials Committee	
HRR686	Commission Meeting Venue	Alan Warner	-	-	I would like to point out that the particular Hotel booked for my accommodation does not have any facilities for basic needs such as breakfast, lunch etc. and the nearest cafes etc are quite a walk away. This should be considered for future meetings.	
HRR687	Comments and Submissions	HRR Commission	-	-	The Commission would like to thank the organizations and individuals for their input to this meeting and welcomes further communications regarding the proposals put forward.	

Meeting closed 3.00pm

Distribution:

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